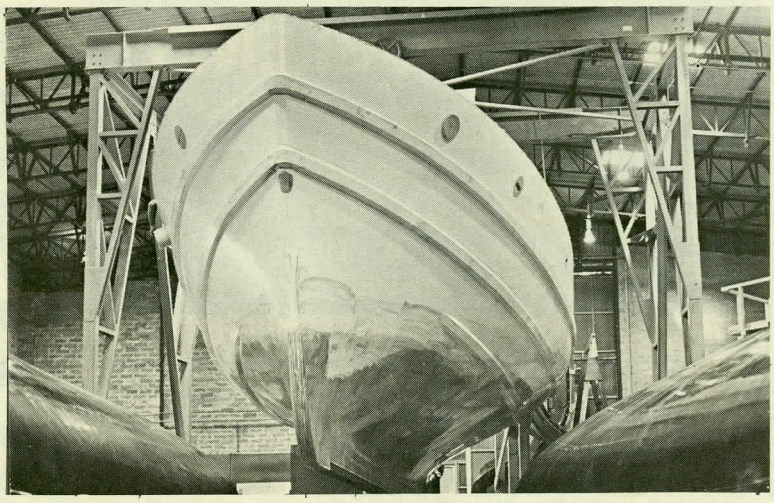
Further Developments Boost Interest In GRP Vessels



To right, the first 54 ft. Halmatic grp hull is lifted from its mould at the Orkney plant. Photo at bottom of page gives broadside view of the hull. As this is for a motor yacht there are portholes moulded into the hull.

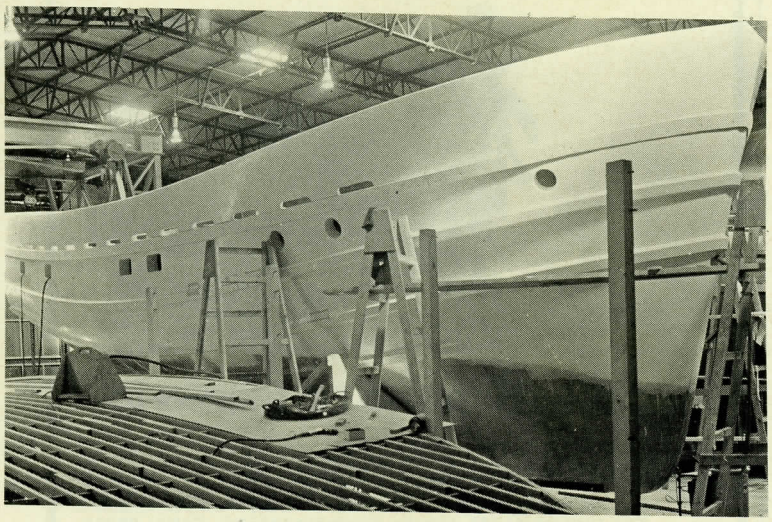
Further developments in the field of grp fishing vessel construction are being witnessed with the size of these vessels slowly increasing.

Late in April the Halmatic concern celebrated its first year in operation at their Orkney plant by the removal from its mould of the first of their 54 ft. long grp hulls which are the largest of their type to be designed so far for fishing vessel application in the U.K.

Designed by G. L. Watson & Co. of Glasgow, this hull is of similar design to a wooden-hulled successful fishing vessel by Watson although by chance this first grp hull is to be used for a motor yacht for overseas owners.

The hull was moulded under the supervision of Lloyds Register of Shipping and similar hulls for fishing vessels will qualify for W.F.A. grant and loan assistance. In fact the W.F.A. have been undertaking a good deal of research into the inherent strength of this hull with Halmatic to ensure that it is quite suitable as a fishing vessel hull material.

The moulding is undertaken using Scott Bader Crystic 189 Polyester Resin, three ounce Fibreglass Supr'E Mat and 24 ounce Fothergill & Harvey woven roving cloth. The end result is an extremely robust and heavy duty hull formation. The structure is reinforced with large section grp moulded frames running transversely and deep longitudinal grp members affording the hull exceptional stiffness.



Integrally-moulded fuel tanks of 1800 gallons capacity are fitted, together with a similarly-moulded 400 gallon fresh water tank. A moulded deck is bolted and bonded to the hull, fitted with access hatches to the accommodation and a semi-portable hatch in way of the engine compartment. The hull also incorporates 30-inch high grp bulwarks bolted to the deck structure.

Halmatic also announce their first order for a 50 ft. grp fishing vessel. This will be for a Shetland skipper and will be fitted with a Kelvin T6 diesel engine of 180 hp which will give the vessel a speed of about 9.5 knots.

This size of hull is expected to be of considerable importance to the fishing industry in the U.K. as a number of versions are available. Three lengths can be had, 50 ft., 52 ft., and 54 ft., depending on the skipper's requirements. The beam is standard at 18 ft. 4 ins. but the draft can be reduced if required from the standard 7 ft. 9 ins. Tonnage under Part IV registration for the 54 ft. version is 24.8.

Meantime Halmatic are getting ready to deliver their second 36 footer in conjunction with the local Duncan boatyard at Burray in Orkney. The first of their 50 ft. craft will be fitted out by the Anderson boatyard at Stromness. (A fuller and detailed account of the development of the Halmatic grp hulls was included in the March 1972 issue of *Commercial Fishing).*